

Torrance Herald

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THE HERALD'S PLATFORM FOR TORRANCE

- 1—Ornamental Lighting System. 2—Interchange of Freight Between P. E. and Santa Fe. 3—Western Avenue Bus Line. 4—Hollywood-Palos Verdes Parkway. 5—New School North of Carson St. 6—Aviation Field. 7—Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8—Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9—The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

WEALTH

ONE 15-year-old child, it has been estimated by competent authority, has a cash value in cold calculations which few parents would undertake, but which nevertheless exists, of \$25,000. The figure represents the difference between the amount of wealth the child may be expected, on an average, to produce during its lifetime, and the amount it will consume.

The hypothetical "cash value" of children below the age of 15 drops a bit with each year, as most persons less than 15 are not yet gainfully employed, and all parents will be unanimous in agreeing that they do "consume."

This is a cold-blooded calculation which will not appeal to the average parent, who rears his family, and rightfully so, with entirely different sentiment. It is, however, of tremendous importance to economists in calculations as to the wealth and potential wealth of the nation.

The national income last year was nearly 90 billions of dollars, according to government statistics. A tremendous figure. Difficult to digest. But to narrow it down to our own community in terms of the cold cash value of Torrance's rising generation:

Torrance's wealth in children, based on the canvass for the 1927 City Directory, may be estimated very conservatively at three and one-half millions of dollars. A staggering figure also, considering the comparatively limited territory involved, and one which may not have occurred to the Torrance parent. It is a figure, however, of which he by no means need be ashamed. He may justly, indeed, expand his chest a bit further.

Buxton Gives City Fine Model Home

(Continued from Page 2)

The bathrooms are of the luxurious type found usually in homes costing \$20,000 or more. The master bath is sumptuously tiled in white and black tile, with black trim and black tile fixtures. The flooring is of four-inch hexagonal tile in a deeper shade of yellow. The tub is above the average size. A full size plate glass mirror is in the end of the room, between two built-in locker cabinets. A ventilated laundry box is under the mirror. Another large plate glass mirror is fitted on the medicine chest, above the gleaming white wash basin. A second bathroom with built-in shower connects the two rear bedrooms. It is tiled in green, varied with insets of hand-decorated Spanish tile, and is fitted with rubberized rose-colored curtains. Crane, porcelain with Mueller fittings is used throughout both bathrooms.

In addition to the mirror in the master bathroom, every closet door is fitted with a full width, full length, plate glass mirror. The hallway is unusually wide, with built-in telephone desk, built-in linen chests and cupboards, and a large cedar-lined storage chest. Hardware throughout the house is Spanish design, hand-wrought, and has been made to order in many instances. A refinement of the French door hinges is furnished in a clasp which holds the doors open at any desired angle. Window shades are Breasted cloth, seamed and stunged. Armstrong insulation is used in the kitchen.

A real plan service. Consolidated Lumber Co.—Adv.

Read Our Want Ads!

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

Driving in the Mountains

Driving an automobile in mountainous country is quite a different thing than driving on ordinary highways or city streets. A person may be an expert in handling his car in traffic, but completely at a loss when he finds himself on a steep and narrow trail winding over precipitous mountains.

Mountain sickness, closely related to sea sickness, afflicts persons who are sensitive to changes in atmosphere. Automobiles become strange actors in trying to digest the rarefied air of higher altitudes. Radiators sputter and boil from the effect of the high temperatures. Information which will enable motorists to avoid many mistakes is given by the touring department of the National Automobile Club in the following advice: The automobile itself is the first consideration. A powerful motor is always desirable, but not as important a consideration as the wheelbase and the size of the load which the car is called upon to pull over the heavy grades. An extraordinarily large wheelbase cannot be handled with safety. It is clumsy and awkward and should not be driven on roads which may be only a foot wider than the car itself, particularly when the road is on a high cliff.

In going up a grade the driver will use his own judgment as to what gear to use. It is better to start in low than to have to shift in the middle of a steep grade, with the attending possibility of a stalled engine, and of possibly backing down the hill out of control. (The up-bound car has the right of way and it is the duty of the descending car to come to a stop if there is any misunderstanding of signals between drivers of machines approaching each other from opposite directions.)

A good horn, one to make the greatest possible noise, is the next requisite in mountain climbing. A mountain horn is as good as the attention it attracts. With the innumerable hairpin curves to be made, roaring motors and mufflers to be reckoned with, the more noise your horn makes the safer you are.

Many drivers will have their hearing temporarily impaired by the change of altitudes. Here's the trick: Hold the nostrils shut with the fingers, and blow hard. There will be a noise like an exploding firecracker in your head—and you've got your hearing back. Temporary deafness is the only inconvenience that the average person will experience at altitudes up to 5000 feet. Above that, however, conditions are somewhat like those experienced by aviators, and the traveler should be sure of his physical condition before ascending.

The car will "feel" the altitude above 5000 feet, and will lose power from that height on up. This fact should be taken into consideration, because the automobile that will go up a steep grade "on high" down in the cities may need second or low to negotiate a lesser grade at 10,000 feet high. If the radiator seems to boil too often don't be alarmed. That also is caused by the high altitude. Refill it often.

Thoughts of speed must be left at home when you go into the mountains. An attempt to make fast time over mountain drives is not only futile but exceedingly dangerous. No possible amount of time saved can offset the risk involved by wild driving.

A highly important thing is to know how to bring the car back under control after it has been lost on a grade. There are usually but two places on a mountain grade for a driver to stop. One is off the cliff, the other is into the sidewalk of the grade. The will has the preference, and there is a knack in bringing a car to a stop without upsetting. The experienced driver, if his brakes fail or "loses his gears," will pull the car over toward the wall, sliding up to it gently. Fenders and running board begin to scrape and dig in. The vehicle is brought to a stop without going more than a few feet, and the only damage is the loss of a little paint, obviously small payment for the safety gained.

If the car goes out of control while ascending a grade, and starts to back down, the steering wheel is manipulated very gently in the opposite direction from the way it would be moved if the car were going forward. Quick use of the brakes, however, is the best method of checking a car which has begun to back down. Edging into the wall is merely an alternative to be used in case of brake failure.

If you find yourself getting too hot keep the wrists moist, dabbing them from time to time with wet cloth. That is one of the most effectual ways of keeping cool.

A Delightful Trip

The following trip of 150 miles out of Phoenix, Ariz., will give the motorist a many-sided view of the scenic attractions of Arizona. Leaving Phoenix via the Van Buren street boulevard, a drive of nine miles brings one to Tempe, located in the Papago National Park, a region set aside to preserve a section of the Arizona desert as it was before its agricultural possibilities were proven through irrigation. After crossing the beautiful concrete bridge that spans the Salt River the route lies past the Tempe Normal School, thence to the Mormon city of Mesa, where the wonderfully constructed Mormon temple is located. Leaving Mesa, the route then lies through productive fields and orchards and past many dairy farms. Thirty-two miles from Phoenix is located Apache Junction, where the celebrated Apache Trail branches to the left from the Superior highway. Another twenty miles and at Superior Junction the route turns southward and leads into Florence, the location of the Arizona state prison. Twelve miles southwest of Florence are located the Casa Grande ruins, first discovered by white men in 1540. The architecture of these ruins indicates clearly that the builders were possessed of a greater degree of intelligence than the Indians of the present day. A high order of engineering craft is shown. The work was done mostly by hand, and many adobe bricks still show the fingerprints of workmen. From the ruins a good road leads to the present town of Casa Grande, 20 miles farther southwest. At this point the route leads north for 13 miles to Sacaton, where a present-day mission is located, and a government Indian school. Shortly after leaving Sacaton the Gila River is crossed by bridge, and 18 miles farther north the motorist enters the city of Chandler, noted for its beautiful San Marcos Hotel, the mecca of hundreds of wealthy eastern people who seek the climate and sunshine of Arizona winters. A paved highway is then had to Phoenix, 23 miles distant, entering the city from the south over Central avenue and crossing the Salt river on a many-spanned concrete bridge.

Vast Mountain Playground

Deep in the heart of the mountains, far from the haunts of man, lies a beautiful pine and oak forest which has been reserved by the forest service as a vast mountain playground for the enjoyment of the public. This is the Laguna Playground, which lies 60 miles east of San Diego and 90 miles west of El Centro. The route thereto from San Diego leads east through La Mesa, El Cajon Valley, Alpine, Descanso, and Pine Valley, to the Pine Creek-Gottwood divide. Turning here to the left, a branch of the highway constructed by the forest service gives smooth and easy access to the Lagunas. From El Centro the same state highway runs west across the Coyote Canyon bridge, up the Mountain Springs grade through Jacumba, and following the Cottonwood Creek drainage by Buckman Springs, connects again with the Laguna road, thus providing a delightfully scenic route from Imperial Valley to the mountains. Here, at an elevation of 6000 feet, are maintained three public camping grounds, whose conveniences of firewood, good water, tables, benches, and fireplaces are free to all comers. There was when this Laguna Playground, with its enchanted pool of clear spring water, was the home of Indian twins, Para-han and Sat-e-co, according to local legends. Seen-u-how was their mother, and she had the power of knowing all things before they happened. It came to pass that her boys failed to heed her warnings and they were killed in a far-off land. Seen-u-how wailed long and loudly and disappeared into the east. From one certain point in the Lagunas one may stand and look over the vast stretches of desert, some below and see a light in the east. In the far-off glow of that light is silhouetted the form of an old woman, haggard, weeping, and alone. It is Seen-u-how, still bemoaning the loss of her twins. The isolation, combined with the baamy coolness of altitude and forest which once attracted the Indians, now make of the Lagunas an ideal recreation ground for the people of the lowlands. Lots may be leased for long or short terms from the forest service at the

modest rental of \$15 per year. There are many groups—El Prado, Los Huecos, Vallecitas, Escondido, Agua Dulce, and Burnt Rancheria. Vacationists in this district may enjoy a view of both the desert and the coast line from Monument or Garnet Peaks, or wander at will beside mountain streams, through ravines, meadows and primeval forests.



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Pickwick Stages California Transit Co. Motor Transit Co. Yellowstone Catalina Island Trip

SUNSET STAGES

Time Table Effective July 1, 1927

STAGES LEAVE TORRANCE

Table with columns for destinations: For Wilmington and Long Beach, For Lomita, South Lomita, and San Pedro, For Redondo Beach, For Santa Monica VENICE. Includes departure times for various days.

*Daily except Sundays and Holidays. †Sundays only. ‡Connests for Catalina Island. §Saturdays only. ¶Saturdays and Sundays only.

A Via Carson St. B Via Redondo Blvd. Motor Coach Co. Phone Lomita 26

TIME TABLE

LONG BEACH—LOS ANGELES—HOLLYWOOD

Lv. Torrance for Moneta, Western City, and Manchester Ave., Los Angeles.—A. M. 6:50 except Sunday, 9:25; P. M. 1:05, 3:05, 5:09, 6:19, and 11:33.

Lv. Torrance for Keystone, Davidson City, Watson, and Long Beach.—A. M. 7:47, daily except Sunday; 10:32; P. M. 1:57, 3:52, 6:17, 7:06 and 12:21 A. M.

*Direct connection with Green Buses to Hollywood and Los Angeles shopping district. Also Yellow Buses to Inglewood and Graham.

FARES:—Torrance to Manchester Ave., Los Angeles, ONE WAY, 25c; ROUND TRIP, 40c. Los Angeles City Fares, 10c.

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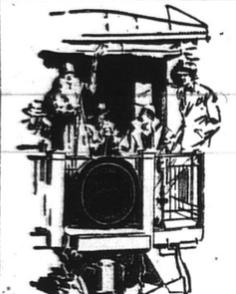
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Catalina Island

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